
Appendix A

Support Letters

RICHARD J. DURBIN
ILLINOIS

COMMITTEE ON APPROPRIATIONS

COMMITTEE ON THE JUDICIARY

COMMITTEE ON RULES
AND ADMINISTRATION

ASSISTANT DEMOCRATIC
LEADER

United States Senate
Washington, DC 20510-1304

May 18, 2007

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WASHINGTON, DC 20510-1304
(202) 224-2152
TTY (202) 224-8180

230 SOUTH DEARBORN, 36TH FLOOR
CHICAGO, IL 60604
(312) 353-4952

525 SOUTH EIGHTH STREET
SPRINGFIELD, IL 62703
(217) 492-4062

701 NORTH COURT STREET
MARION, IL 62959
(618) 998-8812

durbin.senate.gov

Ms. Barb Sloan
Cambridge Systematics
115 S. LaSalle St.
Suite 2200
Chicago, IL 60603

Dear Ms. Sloan:

I am writing in support of Illinois and Indiana's grant application for the Illiana Expressway Freight Corridor. Funding from this program will allow the Illiana Expressway to quickly and resourcefully expand to meet the needs of commuters throughout these two states.

The Illiana expressway has long played a role in the development of the bi-state region. There are currently over 215,000 vehicles that travel between the two states everyday. An antiquated transportation system will prevent an efficient flow of goods and people, which could negatively impact the entire region.

Again, I would like to express my support for the Illiana application. If you require additional information, please contact my Chicago Director, Clarisol Duque, at (312) 353-4952.

Very truly yours,



Richard J. Durbin
United States Senator

SUBCOMMITTEES:

LABOR-HEALTH AND
HUMAN SERVICES-EDUCATION

FOREIGN OPERATIONS, EXPORT FINANCING
AND RELATED PROGRAMS

Congress of the United States
House of Representatives
Washington, DC 20515-1302

May 10, 2007

Mr. James Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street SW, Room #4213
Washington, D.C. 20590

Dear Mr. Ray:

I write to urge you to include the proposed Illiana Expressway and Freight Corridor into the "Corridors of the Future" program.

The Illiana Expressway would provide vitally needed new highway capacity in the already congested and rapidly expanding bi-state corridor which serves as the primary gateway to Chicago and the freight hub of the Midwest.

The Illiana has been the subject of much talk - but little action - for decades, even as the area between Chicago and Northwest Indiana continues to experience significant growth in population, employment and traffic. As a result, the corridor's alignment has been pushed farther south (and further from the urban center) and may soon face the risk of moving too far out to effectively relieve existing overcrowded east-west corridors. It is essential, therefore, that studies begin soon so that a right-of-way which will maximize benefits for our national highway system is identified and preserved.

A "Corridor of the Future" designation would expedite planning so that the Illiana is designed properly to enhance safety, reduce congestion, create economic opportunities, and improve movement of people and products throughout one of the busiest regions in our country.

Once again, I strongly urge you to designate the Illiana Expressway and Freight Corridor as part of the "Corridors of the Future" program.

Sincerely,



Jesse L. Jackson, Jr.
Member of Congress

COMMITTEES:

HIGHER EDUCATION, CHAIR
APPROPRIATIONS I
APPROPRIATIONS III
LABOR
LOCAL GOVERNMENT



ILLINOIS STATE SENATE
EDWARD D. MALONEY
STATE SENATOR · 18TH DISTRICT

CAPITOL OFFICE:

ROOM 119A, STATE CAPITOL
SPRINGFIELD, ILLINOIS 62706
PHONE: 217/782-5145
FAX: 217/557-3930

DISTRICT OFFICES:

10444 SOUTH WESTERN AVENUE
CHICAGO, ILLINOIS 60643
PHONE: 773/881-4180
FAX: 773/881-4243

6965 WEST 111TH STREET
WORTH, ILLINOIS 60482
PHONE: 708/448-3518
FAX: 708/448-3535

May 14, 2007

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington, D.C. 20590

Dear Mr. Ray:

On behalf of the South Suburban Mayors and Managers Association, I would like to express my support for development of the Illiana Expressway and Freight Corridor, and in Particular, the approval of this corridor for inclusion in the Corridors of the Future Program.

The Illiana Expressway has been identified in long-range plans for the bi-state region since the early 1900s, for the purpose of providing a connection between the western and southern suburbs of Chicago and northwest Indiana. As the Chicago region has expanded geographically over the decades, the portions of the region that are traversed by the Illiana Corridor have grown rapidly in terms of both population and employment. With this growth has come a significant increase in commuting patterns between the two states, while at the same time, through traffic (including both passenger vehicles and heavy trucks) on the area's expressways and arterials has experienced tremendous growth. As the volume of traffic grows, congestion increases, resulting in delay to passenger vehicles and the movement of freight. Because the Chicago region serves as the freight hub of the Midwest, the delays on our roadways ultimately have impact on the economy of both our region and the nation.

Since the Illiana Expressway was initially proposed, its potential alignment has been pushed further south as development threatens potential right-of-way for the corridor. As the corridor moves further from the urban area, it faces the risk of becoming less effective in providing relief to the congested east-west roadways that exist to the north. It is therefore essential that project development studies begin in the very near future in order to provide a mechanism for preserving a corridor for the expressway before it once again becomes threatened.

By receiving the designation of "Corridor of the Future", the Illiana project will have an opportunity to become eligible for certain benefits that will expedite the project development process.

I strongly encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration of the application attached herewith will be sincerely appreciated.

Sincerely,

A handwritten signature in cursive script, appearing to read "Edward D. Maloney".

Edward D. Maloney
State Senator-18th District

Capitol Office:

122 State Capitol
Springfield, Illinois 62706
(217) 782-9595
(217) 558-6006 Fax

District Office:

5119 W. 159th St.
1st Floor East
Oak Forest, Illinois 60452
(708) 687-9696
(708) 687-9801 Fax



ILLINOIS STATE SENATE
MAGGIE CROTTY
STATE SENATOR • 19TH DISTRICT

COMMITTEES:

Local Government-Chairperson
Human Services - Vice Chair
Higher Education
Housing & Community Affairs
Licensed Activities
Joint Committee on Administrative Rules

May 11, 2007

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh St., SW, Room 4213
Washington, D.C. 20590

Dear Mr. Ray,

On behalf of the eighteen communities that I represent, I full heartily support the development of the Illiana expressway and Freight Corridor, and in particular, the approval of this corridor for inclusion in the corridors of the Future Program.

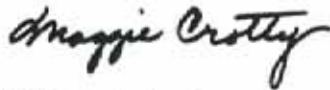
The Illiana Expressway has been identified in long-range plans for the bi-state region since the early 1900's, for the purpose of providing a connection between the western and southern suburbs of Chicago and northwest Indiana. As the Chicago region has expanded geographically over the decades, the portions of the region that are traversed by the Illiana Corridor have grown rapidly in terms of both population and employment. With this growth has come a significant increase in commuting patterns between the two states, while at the same time, through traffic (including both passenger vehicles and heavy trucks) on the area's expressways and arterials has experienced tremendous growth. Existing east-west routes north of the Illiana Corridor, including I-80/I-94, I-90 and U.S. 30, are currently carrying over 215,000 vehicles per day between the two states. The Borman Expressway (I-80/I-94) alone at its heaviest point carries a daily volume of over 155,000 vehicles. As the volume of traffic grows, congestion increases, resulting in delay to passenger vehicles and the movement of freight. Because the Chicago region serves as the freight hub of the Midwest, the delays on our roadways ultimately have an impact on the economy of both our region and the nation.

Since the Illiana Expressway was initially proposed, its potential alignment has been pushed further south as development threatens potential right-of-way for the corridor. As the corridor moves further from the urban area, it faces the risk of becoming less effective in providing relief to the congested east-west roadways that exist to the north. It is therefore essential that project development studies begin in the very near future in order to provide a mechanism for preserving a corridor for the expressway before it once again becomes threatened.

By receiving the designation of "Corridor of the Future", the Illiana project will have an opportunity to become eligible for certain benefits that will expedite the project development process. These benefits, including streamlined environmental review and permitting, innovative financing, and access to U.S. DOT experts for assistance in moving the project forward, could shave years off the project timeline. This would enable the Illiana Expressway to be constructed, operational and reaping the benefits of enhances safety, reduced congestion and economic opportunities that will result from the ability to move people and freight more freely to, from within and through the region.

I strongly encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration of the application attached herewith will be sincerely appreciated.

Respectfully,

A handwritten signature in black ink that reads "Maggie Crotty". The signature is written in a cursive, flowing style.

*M. Maggie Crotty
State Senator ~ 19th District*



Renée Kosel

State Representative • 81st District

Springfield Office: Stratton Office Building Springfield, Illinois 62706 217.782.0424 217.557.7249 fax

May 11, 2007

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington, DC 20590

Dear Mr. Ray,

As Illinois State Representative of the 81st Legislative District, I wish to express my support for the development of the Illiana Expressway and Freight Corridor and, in particular, the approval of this corridor for inclusion in the Corridors of the Future Program.

This project is desperately needed for the state of Illinois and our neighboring state Indiana. I have spoken with representatives from Indiana about this, and we are in agreement that this project urgently needs to move forward.

By receiving the designation of "Corridor of the Future", the Illiana project will have an opportunity to become eligible for certain benefits that will expedite the project development process. I strongly encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration of the application as submitted is sincerely appreciated.

Thank you for your consideration and attention to this request.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Renée Kosel". The signature is fluid and cursive, with the first name "Renée" being larger and more prominent than the last name "Kosel".

Renée Kosel
Illinois State Representative – 81st Legislative District
Assistant House Republican Leader

DISTRICT OFFICE

13543 Cicero Ave.
Crestwood, Illinois 60445
708-395-2822 Suburban #
773-291-1288 Chicago #
708-395-2898 Fax

SPRINGFIELD OFFICE

292-S Stratton Building
Springfield, Illinois 62708
217-558-1000
217-558-1081 Fax

e-mail: robertbobrita@aol.com

ILLINOIS HOUSE OF REPRESENTATIVES



Robert A. Rita

STATE REPRESENTATIVE - 28TH DISTRICT

COMMITTEES

- Chairman - Tollway Oversight
- Vice Chairman
Health & Healthcare Disparities
- Executive
- Consumer Protection
- Environment & Energy
- Insurance

May 10, 2007

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington, D.C. 20590

Dear Mr. Ray:

On behalf of House District 28, I would like to express my support for development of the Illiana Expressway and Freight Corridor, and in particular, the approval of this corridor for inclusion in the Corridors of the Future Program.

The Illiana Expressway has been identified in long-range plans for the bi-state region since the early 1900s, for the purpose of providing a connection between the western and southern suburbs of Chicago and northwest Indiana. As the Chicago region has expanded geographically over the decades, the portions of the region that are traversed by the Illiana Corridor have grown rapidly in terms of both population and employment. With this growth has come a significant increase in commuting patterns between the two states, while at the same time, through traffic (including both passenger vehicles and heavy trucks) on the area's expressways and arterials has experienced tremendous growth. Existing east-west routes north of the Illiana Corridor, including I-80/I-94, I-90 and U.S. 30, are currently carrying over 215,000 vehicles per day between the two states. The Borman Expressway (I-80/I-94) alone at its heaviest point carries a daily volume of over 155,000 vehicles. As the volume of traffic grows, congestion increases, resulting in delay to passenger vehicles and the movement of freight. Because the Chicago region serves as the freight hub of the Midwest, the delays on our roadways ultimately have an impact on the economy of both our region and the nation.

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May 11, 2007

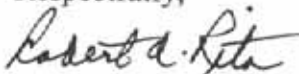
Mr. James D. Ray

Since the Illiana Expressway was initially proposed, its potential alignment has been pushed further south as development threatens potential right-of-way for the corridor. As the corridor moves further from the urban area, it faces the risk of becoming less effective in providing relief to the congested east-west roadways that exist to the north. It is therefore essential that project development studies begin in the very near future in order to provide a mechanism for preserving a corridor for the expressway before it once again becomes threatened.

By receiving the designation of "Corridor of the Future", the Illiana project will have an opportunity to become eligible for certain benefits that will expedite the project development process. These benefits, including streamlined environmental review and permitting, innovative financing, and access to U.S. DOT experts for assistance in moving the project forward, could shave years off the project timeline. This would enable the Illiana Expressway to be constructed, operational and reaping the benefits of enhanced safety, reduced congestion and economic opportunities that will result from the ability to move people and freight more freely to, from, within and through the region.

I strongly encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration of the application attached herewith will be sincerely appreciated.

Respectfully,



Robert A. Rita
State Representative
28th District

ILLINOIS HOUSE OF REPRESENTATIVES

• SPRINGFIELD OFFICE:
ROOM 246-W
STRATTON BUILDING
SPRINGFIELD, ILLINOIS 62705
217/782-6197
FAX: 217/782-3220

• DISTRICT OFFICE:
1912 W. 174TH STREET
EAST HAZEL CREST, ILLINOIS 60429
708/799-7300
FAX: 708/799-7377



WILLIAM DAVIS
STATE REPRESENTATIVE
30TH DISTRICT

COMMITTEES:

VICE-CHAIRMAN

- APPROPRIATIONS - ELEMENTARY & SECONDARY EDUCATION

MEMBER

- APPROPRIATIONS - HIGHER EDUCATION
- CHILD SUPPORT ENFORCEMENT
- INTERNATIONAL TRADE & COMMERCE
- LABOR
- COMMITTEE OF THE WHOLE

May 11, 2007

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington, D.C. 20590

Dear Mr. Ray:

I write to express my strong support for the development of the Illiana Expressway and Freight Corridor, and in particular, the approval of this corridor for inclusion in the Corridors of the Future Program.

The Illiana Expressway has been identified in long-range plans for the bi-state region since the early 1900s, for the purpose of providing a connection between the western and southern suburbs of Chicago and northwest Indiana. As the Chicago region has expanded geographically over the decades, the portions of the region that are traversed by the Illiana Corridor have grown rapidly in terms of both population and employment. With this growth has come a significant increase in commuting patterns between the two states, while at the same time, through traffic (including both passenger vehicles and heavy trucks) on the area's expressways and arterials has experienced tremendous growth. Existing east-west routes north of the Illiana Corridor, including I-80/I-94, I-90 and U.S. 30, are currently carrying over 215,000 vehicles per day between the two states. The Borman Expressway (I-80/I-94) alone at its heaviest point carries a daily volume of over 155,000 vehicles. As the volume of traffic grows, congestion increases, resulting in delay to passenger vehicles and the movement of freight. Because the Chicago region serves as the freight hub of the Midwest, the delays on our roadways ultimately have an impact on the economy of both our region and the nation.

Since the Illiana Expressway was initially proposed, its potential alignment has been pushed further south as development threatens potential right-of-way for the corridor. As the corridor moves further from the urban area, it faces the risk of becoming less effective in providing relief to the congested east-west roadways that exist to the north. It is therefore essential that project development studies begin in the very near future in order to provide a mechanism for preserving a corridor for the expressway before it once again becomes threatened.

By receiving the designation of "Corridor of the Future", the Illiana project will have an opportunity to become eligible for certain benefits that will expedite the project development process. These benefits, including streamlined environmental review and permitting, innovative financing, and access to U.S. DOT experts for assistance in moving the project forward, could shave years off the project timeline. This would enable the Illiana Expressway to be constructed, operational and reaping the benefits of enhanced safety, reduced congestion and economic opportunities that will result from the ability to move people and freight more freely to, from, within and through the region.

Mr. James D. Ray
May 11, 2007
Page 2

Therefore, I respectfully request and encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration of the application attached herewith will be sincerely appreciated. If you have any questions or need additional information please do not hesitate to call me at (708) 799-7300.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "William Davis".

William Q. Davis
State Representative
30th District



Illinois Department of Transportation

Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-5597

May 17, 2007

Mr. James D. Ray, Chief Counsel
Federal Highway Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Ray:

The Illinois Department of Transportation joins with the Indiana Department of Transportation in submitting the Phase 2 application requesting designation of the Illiana Expressway and Freight Corridor as a "Corridor of the Future."

The Illiana Expressway has long been identified as a possible connection between I-57 in Illinois to I-65 in Indiana. As the greater Chicago region has expanded over the years, the portions of the region that are served by the Illiana Corridor have grown rapidly in terms of both population and employment. With this growth has come a significant increase in commuting patterns between the two states, while at the same time, through-traffic (including both passenger vehicles and heavy trucks) on the area's expressways and arterials has experienced tremendous growth.

Existing east-west routes north of the Illiana Corridor, including I-80/I-94, I-90 and US 30, are currently carrying over 215,000 vehicles per day between the two states. The Kingery/Borman Expressway (I-80/I-94) alone carries over 155,000 vehicles a day at its heaviest point. As the volume of traffic grows, congestion increases, resulting in delay to passenger vehicles and the movement of freight. Because the Chicago region serves as the freight hub of the midwest, the delays on our roadways ultimately have an impact on the economy of the region and the nation.

Since the Illiana Expressway was initially proposed, its potential alignment has been pushed further south as development threatens potential right-of-way for the corridor. As the corridor moves further from the urban area, it faces the risk of becoming less effective in providing relief to the congested east-west roadways that exist to the north. It is therefore essential that project development studies begin as soon as possible in order to preserve a corridor for the expressway before it once again becomes threatened.

We encourage US DOT to select the Illiana Expressway and Freight Corridor as a "Corridor of the Future."

Sincerely,

Milton R. Sees
Acting Secretary



**NORTHWESTERN INDIANA
REGIONAL PLANNING COMMISSION**

Together We Make The Difference

6100 Southport Road Portage, Indiana 46368

Fax Messages

(219) 763-8060
(219) 762-1653

On the Internet
E-mail Messages

www.nirpc.org
nirpc@nirpc.org

May 10, 2007

Mr. James D. Ray, Chief Counsel
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington, D.C. 20590

Dear Mr. Ray,

The Indiana Department of Transportation (INDOT), in cooperation with the Illinois Department of Transportation (IDOT), the Chicago Metropolitan Agency for Planning (CMAP), and the Northwestern Indiana Regional Planning Commission (NIRPC), is submitting the Phase 2 Corridors of the Future Application for the Illiana Expressway and Freight Corridor, connecting I-57 in Illinois with I-65 in Indiana. NIRPC is keenly interested in the success of the application and strongly recommends that it be selected as one of the nation's Corridors of the Future.

A multi-faceted approach to transportation in the bi-state region of northeastern Illinois and northwestern Indiana must be embraced to build the foundation for long term success in congestion relief efforts. This approach would encompass innovative corridor management strategies, modal choices, and forward thinking financing and footprint configurations. Corridors such as the Illiana Expressway and Freight Corridor fulfill this vision while providing direct and urgent congestion relief to heavily traveled, nationally significant routes. This makes the Illiana an excellent candidate for the Corridors of the Future Program.

Indiana and Illinois have entered into a Bi-state Agreement to conduct a National Environmental Policy Act Study resulting in an Environmental Impact Statement and Record of Decision for the Illiana. The study will include the following elements:

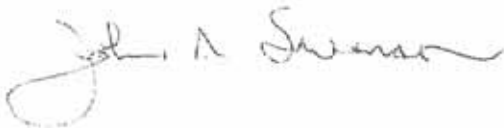
- Feasibility of multi-modal elements including truck-only lanes, commuter and/or freight rail service as well as express bus / bus rapid transit;
- Financial feasibility of each section as a Public-Private-Partnership (P3) or conventional toll road;
- Incorporation of corridor protection requirements to accelerate the early acquisition of right-of-way; an opportunity for technology / legislative policy transfer from Illinois to Indiana;
- Consideration and evaluation of New Special Experimental Project (SEP-15) to Explore Alternative and Innovative Approaches to the Overall Project Development Process, and Early Development Agreement with potential private partner;
- Consideration of Design-Build construction; an opportunity for technology transfer from Indiana to Illinois.

By receiving a "Corridor of the Future" designation, the Illiana project will have an opportunity to become eligible for certain benefits that will expedite the project development process. As it becomes part of a larger circumferential system for the bi-state region, the Illiana Corridor project fulfills the Corridors of the Future objectives, including: innovative approaches to congestion mitigation; addressing major transportation investment needs, illustrating the benefits of private financial resources, and increased freight reliability.

Northwest Indiana is experiencing significant growth pressure, particularly in central Lake County. In addition to placing increased demands upon all modes of our transportation system, development activity is moving southward rapidly and may jeopardize the opportunity to develop any such facility in the future. With development the volume of traffic grows and congestion increases. This results in considerable delay in the movement of people and freight. Because the Chicago region serves as the freight hub of the Midwest, the delays on our roadways ultimately have an impact on the economy of both our region and the nation. Implementation of the Illiana project through the Corridors of the Future program would serve the nation and the region well.

NIRPC ardently urges the Federal Highway Administration to select the Illiana Expressway and Freight Corridor as a Corridor of the Future.

Very truly yours,

A handwritten signature in dark ink, appearing to read "John A. Swanson". The signature is fluid and cursive, with a large initial "J" and "S".

John A. Swanson
Executive Director



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.chicagoareaplaning.org

May 8, 2007

Mr. James D. Ray, Chief Counsel
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington, D.C. 20590

Dear Mr. Ray:

This letter is intended to express the Chicago Metropolitan Agency for Planning's strong support for the Illiana Expressway and Freight Corridor proposal to Phase 2 Corridors of the Future initiative. CMAP is the official comprehensive planning agency for northeastern Illinois, with broad representation from across our seven-county region of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will.

The time for talking about the Illiana project has long since past, and now together we must begin to make the proposed project a reality. Both regionally and nationally, the corridor is critically important in terms of safety, commerce and the efficient flow of traffic to, from, within and through the region. Since the early 1900's, there has been a vision of southern parkway connecting the far western reaches of the Chicago region with the developing industrial area of eastern Indiana. Burnham's and Bennett's 1909 Plan of Chicago envisioned a series of travel corridors ringing Chicago, the farthest roughly approximating the Kankakee River. Later, metropolitan Chicago's first regional transportation plan, in 1962, included the South Suburban Expressway, now referred to as the "Illiana Expressway." Northwestern Indiana followed suit in 1974, including an east-west expressway corridor in its Long Range Plan that looked to the year 1995.

But 1995 came and went with no construction. In 2007, we can no longer afford to wait. The route will be a key connector for freight moving in from the western ports of California, traveling by rail to Chicago and then off-loading to trucks for shipments to the south and the eastern seaboard. Demand has steadily increased, with long distance traffic and freight seeking alternate routes around

May 8, 2007

Page 2

the congested Kingery (I-80 in Illinois) and Borman (I-80/94 in Indiana) Expressways.

The proposed Illiana Expressway and Freight Corridor will connect I-57 in Will County, Illinois with I-65 in Lake County, Indiana. This expressway would provide an alternative to the urban bottleneck of interstates and expressways in the Chicago Metropolitan area.

For the Chicago area, there were 20 hours lost annually per commuter in 1983. By 2003, hours lost in terms of delay had skyrocketed to 60 hours for every commuter. This rising congestion has also reversed the savings accrued by the freight industry. Just-in time delivery means that trailers are part of the warehousing system. When business can no longer rely on timely deliveries, they are required to add warehouses and hours to their shipping to avert peak hours.

All of this adds up to cost and lost efficiency in the nation's economy. The corridor is desperately needed to relieve congestion in the two-state area and improve freight movement from eastern Illinois to western Indiana. On behalf of CMAP, I strongly urge you to approve the Illiana Expressway and Freight Corridor application for Phase 2 funding from Corridors of the Future.

Regards,



Randall S. Blankenhorn
Executive Director

/stk



6100 Southport • Portage, IN 46368 • 219.763.6303 Phone • 219.763.2653 Fax • www.nwforum.org

May 9, 2007

Mr. James D. Ray, Chief Counsel
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington, D. C. 20590

Dear Mr. Ray:

The Northwest Indiana Forum ("Forum") is a not-for-profit, privately funded regional economic development organization serving Lake, Porter and LaPorte counties. The Forum's constituency has over 120 corporate members representing more than \$40 billion dollars of commerce in northwest Indiana.

The Forum would like to express our full support for the development of the Illiana Expressway Corridor that will connect I-57 in Illinois with I-65 in Indiana. A region's industrial and employment base is closely tied to the quality of its transportation systems. Efficient transportation systems in Northwest Indiana are essential to attracting new industries and retaining existing companies.

The global marketplace relies on improved intermodal linkages between the highway system and other transportation modes. The economic impacts arising from these linkages will significantly and positively affect the standard of living of Northwest Indiana citizens, and the competitiveness of regional industries.

Sincerely,

Vincent H. Galbiati
President & CEO
Northwest Indiana Forum



Burnham
Calumet City
Calumet Park
Chicago Heights
Country Club Hills

Crete
Dixmoor
Dolton
East Hazel Crest
Flossmoor
Ford Heights
Glenwood
Harvey

Hazel Crest
Homer Glen
Homewood

Lansing
Lynwood
Markham

Matteson
Midlothian
Mokena
Monee

New Lenox
Oak Forest
Olympia Fields

Orland Hills
Orland Park
Palos Heights

Park Forest
Phoenix
Posen

Richton Park
Riverdale
Robbins

Sauk Village
South Chicago Heights
South Holland

Steger
Thornton
Tinley Park

University Park

May 10, 2007

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington, D.C. 20590

Dear Mr. Ray:

On behalf of the South Suburban Mayors and Managers Association, representing 43 communities and 650,000 people in southern Cook and Will Counties, I would like to express my support for development of the Illiana Expressway and Freight Corridor, and in particular, the approval of this corridor for inclusion in the Corridors of the Future Program.

The Illiana Expressway has been identified in long-range plans for the bi-state region since the early 1900s, for the purpose of providing a connection between the western and southern suburbs of Chicago and northwest Indiana. As the Chicago region has expanded geographically over the decades, the portions of the region that are traversed by the Illiana Corridor have grown rapidly in terms of both population and employment. With this growth has come a significant increase in commuting patterns between the two states, while at the same time, through traffic (including both passenger vehicles and heavy trucks) on the area's expressways and arterials has experienced tremendous growth. Existing east-west routes north of the Illiana Corridor, including I-80/I-94, I-90 and U.S. 30, are currently carrying over 215,000 vehicles per day between the two states. The Borman Expressway (I-80/I-94) alone at its heaviest point carries a daily volume of over 155,000 vehicles. As the volume of traffic grows, congestion increases, resulting in delay to passenger vehicles and the movement of freight. Because the Chicago region serves as the freight hub of the Midwest, the delays on our roadways ultimately have an impact on the economy of both our region and the nation.

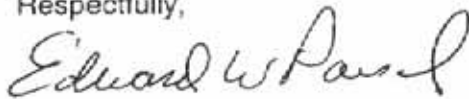
Since the Illiana Expressway was initially proposed, its potential alignment has been pushed further south as development threatens potential right-of-way for the corridor. As the corridor moves further from the urban area, it faces the risk of becoming less effective in providing relief to the congested east-west roadways that exist to the north. It is therefore essential that project development studies begin in the very near future in order to provide a mechanism for preserving a corridor for the expressway before it once again becomes threatened.

Mr. James D. Ray
Federal Highway Administration
May 10, 2007
Page 2 of 2

By receiving the designation of "Corridor of the Future", the Illiana project will have an opportunity to become eligible for certain benefits that will expedite the project development process. These benefits, including streamlined environmental review and permitting, innovative financing, and access to U.S. DOT experts for assistance in moving the project forward, could shave years off the project timeline. This would enable the Illiana Expressway to be constructed, operational and reaping the benefits of enhanced safety, reduced congestion and economic opportunities that will result from the ability to move people and freight more freely to, from, within and through the region.

I strongly encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration of the application attached herewith will be sincerely appreciated.

Respectfully,



Edward W. Paesel
Executive Director

EWP/rak



VILLAGE OF CRETE

524 WEST EXCHANGE STREET • P.O. BOX 337 • CRETE, ILLINOIS 60417

708/672-5431 FAX: 708/672-3920

www.villageofcrete.org

VILLAGE PRESIDENT
MICHAEL S. EINHORN

VILLAGE CLERK
KATHLEEN A. WANTUCH

VILLAGE ADMINISTRATOR
THOMAS J. DURKIN, AICP

May 10, 2007

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington, D.C. 20590

Dear Mr. Ray:

On behalf of the Village of Crete, I would like to express my support for development of the Illiana Expressway and Freight Corridor, and in particular, the approval of this corridor for inclusion in the Corridors of the Future Program.

The Illiana Expressway has been identified in long-range plans for the bi-state region since the early 1990s, for the purpose of providing a connection between the western and southern suburbs of Chicago and northwest Indiana. As the Chicago region has expanded geographically over the decades, the portions of the region that are traversed by the Illiana Corridor have grown rapidly in terms of both population and employment. With this growth has come a significant increase in commuting patterns between the two states, while at the same time, through traffic (including both passenger vehicles and heavy trucks) on the area's expressways and arterials has experienced tremendous growth. Existing east-west routes north of the Illiana Corridor, including I-80/I-94 and U.S. 30, are currently carrying over 215,000 vehicles per day between the two states. The Borman Expressway (I-80/I-94) along at its heaviest point carries a daily volume of over 155,000 vehicles. As the volume of traffic grows, congestion increases, resulting in delay to passenger vehicles and the movement of freight. Because the Chicago region serves as the freight hub of the Midwest, the delays on our roadways ultimately have an impact on the economy of both our region and the nation.

Since the Illiana Expressway was initially proposed, its potential alignment has been pushed further south as development threatens potential right-of-way for the corridor. As the corridor moves further from the urban area, it faces the risk of becoming less effective in providing relief to the congested east-west roadways that exist to the north. It is

BOARD OF TRUSTEES:

ROBERT GAINES

STEPHEN JOHNSON

LARRY JOHNSTON

SUE ROSSI

JOHN STOLL

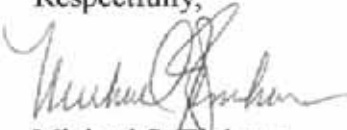
MARK WIATER

therefore essential that project development studies begin in the very near future on order to provide a mechanism for preserving a corridor for the expressway before it once again becomes threatened.

By receiving the designation of "Corridor of the Future", the Illiana project will have an opportunity to become eligible for certain benefits that will expedite the project development process. These benefits, including streamlined environmental review and permitting, innovative financing, and access to U.S. DOT experts for assistance in moving the project forward, could shave years off the project timeline. This would enable the Illiana Expressway to be constructed, operational and reaping the benefits of enhanced safety, reduced congestion and economic opportunities that will result from the ability to move people and freight more freely to, from, within and through the region.

I strongly encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration of the application attached herewith will be sincerely appreciated.

Respectfully,

A handwritten signature in dark ink, appearing to read "Michael S. Einhorn", written in a cursive style.

Michael S. Einhorn
Village President

VILLAGE OF MONEE

WILL COUNTY
MONEE, ILLINOIS

(708) 534-8301
FAX (708) 534-6862

VILLAGE HALL
5130 W. COURT ST.
MONEE, ILLINOIS 60449

May 10, 2007

Mr. James D. Ray
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington, D. C. 20590

Dear Mr. Ray:

On behalf of the Village of Monee, I would like to express my support for development of the Illiana Expressway and Freight Corridor, and in particular, the approval of this corridor for inclusion in the Corridors of the Future Program.

The Illiana Expressway has been identified in long-range plans for the bi-state region since the early 1900's, for the purpose of providing a connection between the western and southern suburbs of Chicago and northwest Indiana. As the Chicago region has expanded geographically over the decades, the portions of the region that are traversed by the Illiana Corridor have grown rapidly in terms of both population and employment. With this growth has come a significant increase in commuting patterns between the two states, while at the same time, through traffic (including both passenger vehicles and heavy trucks) on the area's expressways and arterials has experienced tremendous growth. Existing east-west routes north of the Illiana Corridor, including I-80/I-94, I-90 and U. S. 30, are currently carrying over 215,000 vehicles per day between the two states. The Borman Expressway (I-80/I-94) alone at its' heaviest point carries a daily volume of over 155,000 vehicles. As the volume of traffic grows, congestion increases, resulting in delay to passenger vehicles and the movement of freight. Because the Chicago region serves as the freight hub of the Midwest, the delays on our roadways ultimately have an impact on the economy of both our region and the nation.

Since the Illiana Expressway was initially proposed, its potential alignment has been pushed further south as development threatens potential right-of-way for the corridor. As the corridor moves further from the urban area, it faces the risk of becoming less effective in providing relief to the congested east-west roadways that exist to the north. It is therefore essential that project development studies begin in the very near future in order to provide a mechanism for preserving a corridor for the expressway before it once again becomes threatened.

By receiving the designation of "Corridor of the Future", the Illiana project will have an opportunity to become eligible for certain benefits that will expedite the project development process. These benefits, including streamlined environmental review and permitting, innovative financing, and access to U. S. DOT experts for assistance in moving the project forward, could shave years off the project timeline. This would enable the Illiana Expressway to be constructed, operational and reaping the benefits of enhanced safety, reduced congestion and economic opportunities that will result from the ability to move people and freight more freely to, from, within and through the region.

I strongly encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration of the application attached herewith will be sincerely appreciated.

Respectfully,



Timothy P. O'Donnell
Village President



Village of Flossmoor

Mayor

Roger G. Molski

Village Manager

Bridget A. Wachtel

Trustees

Paul S. Braun

James F. Crum

Perry W. Hoag

Philip J. Minga

James C. Mitros

Diane Williams

Village Clerk

Pamela S. Nixon

May 11, 2007

Mr. James D. Ray, Chief Counsel
Federal Highway Administration
400 Seventh Street SW, Room 4213
Washington, D.C. 20590

Dear Mr. Ray:

On behalf of the Village of Flossmoor, I would like to express my support for development of the Illiana Expressway and Freight Corridor and, in particular, the approval of this corridor for inclusion in the Corridors of the Future Program.

The Illiana Expressway has been identified in long-range plans for the bi-state region since the early 1900s for the purpose of providing a connection between the western and southern suburbs of Chicago and northwest Indiana. As the Chicago region has expanded geographically over the decades, the portions of the region that are traversed by the Illiana Corridor have grown rapidly in terms of both population and employment. With this growth has come a significant increase in commuting patterns between the two states, while at the same time, through traffic (including both passenger vehicles and heavy trucks) on the area's expressways and arterials has experienced tremendous growth. Existing east-west routes north of the Illiana Corridor, including I-80/I-94, I-90 and U.S. 30 are currently carrying over 215,000 vehicles per day between the two states. The Borman Expressway (I-80/I-94) alone at its heaviest point carries a daily volume of over 155,000 vehicles. As the volume of traffic grows, congestion increases, resulting in delay to passenger vehicles and the movement of freight. Because the Chicago region serves as the freight hub of the Midwest, the delays on our roadways ultimately have an impact on the economy of both our region and the nation.

Since the Illiana Expressway was initially proposed, its potential alignment has been pushed further south as development threatens potential right-of-way for the corridor. As the corridor moves further from the urban area, it faces the risk of becoming less effective in providing relief to the congested east-west roadways that exist to the north. It is, therefore, essential that the project development studies begin in the very near future in order to provide a mechanism for preserving a corridor for the expressway before it once again becomes threatened.

By receiving the designation of "Corridor of the Future", the Illiana project will have an opportunity to become eligible for certain benefits that will expedite the project development process. These benefits, including streamlined environmental review and permitting, innovative financing, and access to U.S. DOT experts for assistance in moving the project forward, could shave years off the project timeline. This would enable the Illiana Expressway to be constructed, operational and reaping the benefits of enhanced safety, reduced congestion and economic opportunities that will result from the ability to move people and freight more freely to, from, within and through the region.

I strongly encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration of the application attached herewith will be sincerely appreciated.

Respectfully,

Roger G. Molski, Mayor
Village of Flossmoor



VILLAGE OF

Midlothian

14801 SOUTH PULASKI ROAD
MIDLOTHIAN, ILLINOIS 60445
PHONE: (708) 389-0200
FAX: (708) 389-0255

Thomas J. Murawski, PRESIDENT
Michael Woike, CLERK

TRUSTEES

Terry Stephens
James "Mo" Potempa
William Wilkins, Jr.
Karen Kreis
Fran Verble
Michael Papineau

May 11, 2007

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street SW, Room 4213
Washington, D. C. 20590

Dear Mr. Ray:

On behalf of the Village of Midlothian, I would like to express our support for the development of the Illiana Expressway and Freight Corridor, and in particular, the approval of the corridor for inclusion in the *Corridors of the Future Program*.

The need for the Illiana Expressway has existed for many years, but it has become a more critical issue as the Chicago region has expanded over the decades. Commuting between Illinois and Indiana has increased along with the through, commercial traffic. Existing east-west routes north of the Illiana Corridor, including I-80/I-94, I-90, and U.S. 30 are currently carrying over 215,000 vehicles per day between the two states. The Borman Expressway (I-80/I-94) alone at its heaviest point carries a daily volume of over 155,000 vehicles and is a nightmare of congestion that negatively impacts passenger vehicles as well as commercial vehicles. The Chicago region serves as the freight hub of the Midwest, and the delays on our roadways ultimately affect the economy of our region as well as the nation as a whole.

Over the years, the proposed site for the Illiana Expressway has moved further south, due to the development that threatens its potential right-of-way. The problem is, as the corridor moves further from the urban area, it will be less effective in providing the much needed relief to the congestion of the existing east-west roadways to the north. This is a crucial reason that project development studies begin in the very near future.

By receiving the designation of "*Corridor of the Future*", the Illiana Expressway project will become eligible for benefits that will expedite the project development process. These benefits include streamlined environmental review and permitting, innovative financing, and access U. S. Department of Transportation experts for assistance in moving the project forward so that the Illiana Expressway can be constructed, operational. Only then will the region see enhanced safety, reduced congestion, and economic opportunities resulting from the ability to move people and goods to, from, and within the region.

I strongly urge your approval of the Illiana Expressway and Freight Corridor for future development in the "*Corridors of the Future Program*." Your consideration of the attached application is requested and will be appreciated.

Sincerely,


Thomas J. Murawski
Village President



VILLAGE OF NEW LENOX

1 VETERANS PARKWAY
NEW LENOX, ILLINOIS 60451

VILLAGE OFFICE	815.462.6400
FAX NUMBER	815.462.6449
BUILDING DEPT. FAX	815.462.6469

May 15, 2007

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington DC 20590

Dear Mr. Ray:

On behalf of the citizens of the Village of New Lenox, I would like to express my support for development of the Illiana Expressway and Freight Corridor and approval for its inclusion in the Corridors of the Future Program.

As you are aware, the Illiana Expressway has been identified in long-range plans for the bi-state region since the early 1900s for the purpose of providing a connection between the western and southern suburbs of Chicago and northwest Indiana. The portions of the region that are traversed by the Illiana Corridor have grown rapidly in terms of both population and employment bringing a significant increase in commuting patterns between the two states. Existing east-west routes north of the Illiana Corridor, including I-80/I-94, I-90 and U. S. Route 30, are currently carrying over 215,000 vehicles per day between the two states. As the volume of traffic grows, congestion increases, resulting in delay to passenger vehicles and the movement of freight. The Chicago region serves as the freight hub of the Midwest and the delays on our roadways ultimately have an impact on the economy of both our region and the nation.

The Illiana Expressway's potential alignment has been pushed further south as development threatens potential right-of-way for the corridor. As the corridor moves further from the urban area, it faces the risk of becoming less effective in providing relief to the congested east-west roadways that exist to the north. It is, therefore, essential that project development studies begin in the very near future in order to provide a mechanism for preserving a corridor for the expressway before it once again become threatened.



TREE CITY USA®

The designation of "Corridor of the Future" would provide the Illiana project with the opportunity to become eligible for certain benefits that would expedite the project development process, including streamlined environmental review and permitting, innovative financing, and access to U. S. DOT experts for assistance in moving the project forward which could shave years off the project timeline. This would enable the Illiana Expressway to be constructed, operational and reaping the benefits of enhanced safety, reduced congestion and economic opportunities resulting in the ability to move people and freight more freely to, from, within and through the section.

I encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration of the application will be sincerely appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael K. Smith", written over a horizontal line.

Michael K. Smith

Mayor

Village of New Lenox



VILLAGE OF SOUTH HOLLAND

• www.southholland.org

MUNICIPAL HALL 16226 Wausau Avenue • South Holland, Illinois 60473
708-210-2900 FAX: 708-210-1019

DON A. DE GRAFF
President

SALLIE D. PENMAN
Clerk

BETH HERMAN
Treasurer

TRUSTEES

ARTHUR L. BENNETT
N. KEITH CHAMBERS
LARRY W. DE YOUNG
CYNTHIA L. DOORN
MATHEW JAMES
JOHN R. SULLIVAN

May 14, 2007

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington, D.C. 20590

Dear Mr. Ray:

On behalf of the Village of South Holland, I would like to express my support for development of the Illiana Expressway and Freight Corridor, and in particular, the approval of this corridor for inclusion in the Corridors of the Future Program.

The Illiana Expressway has been identified in long-range plans for the bi-state region since the early 1900s, for the purpose of providing a connection between the western and southern suburbs of Chicago and northwest Indiana. As the Chicago region has expanded geographically over the decades, the portions of the region that are traversed by the Illiana Corridor have grown rapidly in terms of both population and employment. With this growth has come a significant increase in commuting patterns between the two states, while at the same time, through traffic (including both passenger vehicles and heavy trucks) on the area's expressways and arterials has experienced tremendous growth. Existing east-west routes north of the Illiana Corridor, including I-80/I-94, I-90 and U.S. 30, are currently carrying over 215,000 vehicles per day between the two states. The Borman Expressway (I-80/I-94) alone at its heaviest point carries a daily volume of over 155,000 vehicles. As the volume of traffic grows, congestion increases, resulting in delay to passenger vehicles and the movement of freight. Because the Chicago region serves as the freight hub of the Midwest, the delays on our roadways ultimately have an impact on the economy of both our region and the nation.

Since the Illiana Expressway was initially proposed, its potential alignment has been pushed further south as development threatens potential right-of-way for the corridor. As the corridor moves further from the urban area, it faces the risk of becoming less effective in providing relief to the congested east-west roadways that exist to the north. It is therefore essential that project development studies begin in the very near future in order to provide a mechanism for preserving a corridor for the expressway before it once again becomes threatened.

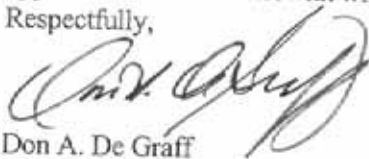
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permitting, innovative financing, and access to U.S. DOT experts for assistance in moving the project forward, could shave years off the project timeline. This would enable the Illiana Expressway to be constructed, operational and reaping the benefits of enhanced safety, reduced congestion and economic opportunities that will result from the ability to move people and freight more freely to, from, within and through the region.

I strongly encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration of the application attached herewith will be sincerely appreciated.

Respectfully,

A handwritten signature in black ink, appearing to read "Don A. De Graff", written in a cursive style.

Don A. De Graff
Village President



VILLAGE OF

SOUTH CHICAGO HEIGHTS

Village President
David L. Owen

Trustees
Tony Capua
Patrick J. DeFiore
Araceli H. Marrufo
Terry L. Matthews
John M. Ross
Michael Tilton

Village Clerk
Melinda Villarreal

Village Hall
755-1880

Police Dept.
754-7131

Fire Dept.
755-9589

Senior Center
755-7903

Public Works
755-7888

May 14, 2007

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington, D.C. 20590

Dear Mr. Ray:

On behalf of the Village of South Chicago Heights, I would like to express my support for development of the Illiana Expressway and Freight Corridor, and in particular, the approval of this corridor for inclusion in the Corridors of the Future Program.

The Illiana Expressway has been identified in long-range plans for the bi-state region since the early 1900s, for the purpose of providing a connection between the western and southern suburbs of Chicago and northwest Indiana. As the Chicago region has expanded geographically over the decades, the portions of the region that are traversed by the Illiana Corridor have grown rapidly in terms of both population and employment. With this growth has come a significant increase in commuting patterns between the two states, while at the same time, through traffic (including both passenger vehicles and heavy trucks) on the area's expressways and arterials has experienced tremendous growth. Existing east-west routes north of the Illiana Corridor, including I-80/I-94, I-90 and U.S. 30, are currently carrying over 215,000 vehicles per day between the two states. The Borman Expressway (I-80/I-94) alone at its heaviest point carries a daily volume of over 155,000 vehicles. As the volume of traffic grows, congestion increases, resulting in delay to passenger vehicles and the movement of freight. Because the Chicago region serves as the freight hub of the Midwest, the delays on our roadways ultimately have an impact on the economy of both our region and the nation.

Since the Illiana Expressway was initially proposed, its potential alignment has been pushed further south as development threatens potential right-of-way for the corridor. As the corridor moves further from the urban area, it faces the risk of becoming less effective in providing relief to the congested east-west roadways that exist to the north. It is therefore essential that project development studies begin in the very near future in order to provide a

mechanism for preserving a corridor for the expressway before it once again becomes threatened.

By receiving the designation of "Corridor of the Future," the Illiana project will have an opportunity to become eligible for certain benefits that will expedite the project development process. These benefits, including streamlined environmental review and permitting, innovative financing, and access to U.S. DOT experts for assistance in moving the project forward, could shave years off the project timeline. This would enable the Illiana Expressway to be constructed, operational and reaping the benefits of enhanced safety, reduced congestion and economic opportunities that will result from the ability to move people and freight more freely to, from, within and through the region.

I strongly encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration of the application attached herewith will be sincerely appreciated.

Respectfully,

A handwritten signature in black ink, appearing to read "David L. Owen". The signature is fluid and cursive, with a large initial "D" and a long, sweeping underline.

David L. Owen
Mayor, Village of South Chicago Heights



Municipal Center

4900 Village Commons
Matteson, IL 60443
708-283-4900
Fax: 708-748-5196
www.vil.matteson.il.us

Administration

Village Administrator
708-283-4911
Office of the Village Clerk
708-283-4950

Community Development

Community Affairs
708-283-4777
Economic Development
708-283-4940
Housing Information Center
708-503-3100
Planning
708-283-4940

Engineering & Regulatory Services

Building Services
708-481-8313
Fax: 708-748-2326
Engineering
708-283-4940

Finance

708-283-4900
Water Billing Services
708-283-4790

Human Resources

708-283-4949

Recreational Services

4450 W. Oakwood Lane
708-748-1080
Fax: 708-748-1423

Fire Department

3445 211th Street
708-748-5129
Fax: 708-283-6606
Fire Prevention Bureau
708-283-4939
Fax: 708-748-2326

Police Department

20500 S. Cicero Ave.
Administrative Division
708-748-4085
Fax: 708-748-7364
Non-Emergency
708-748-1564

Public Works / Parks

Maintenance
21146 Tower Ave.
708-748-1411
Fax: 708-503-3120

May 11, 2007

Mr. James D. Ray, Chief Counsel
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington, DC 20590

Dear Mr. Ray:

As Chairman of the South Suburban Mayors and Managers' Transportation Committee and as the Mayor of Matteson, I would like to express my support for development of the Illiana Expressway and Freight Corridor, and in particular, the approval of this corridor for inclusion in the Corridors of the Future Program.

The Illiana Expressway has been identified in long-range plans for the bi-state region since the early 1900's, for the purpose of providing a connection between the western and southern suburbs of Chicago and northwest Indiana. As the Chicago region has expanded geographically over the decades, the portions of the region that are traversed by the Illiana Corridor have grown rapidly in terms of both population and employment. With this growth has come a significant increase in commuting patterns between the two states, while at the same time, through traffic (including both passenger vehicles and heavy trucks) on the area's expressways and arterials has experienced tremendous growth. Existing east-west routes north of the Illiana Corridor, including I-80/I-94, I-90 and U.S. 30, are currently carrying over 215,000 vehicles per day between the two states. The Borman Expressway (I-80/I-94) alone at its heaviest point carries a daily volume of over 155,000 vehicles. As the volume of traffic grows, congestion increases, resulting in delay to passenger vehicles and the movement of freight. Because the Chicago region serves as the freight hub of the Midwest, the delays on our roadways ultimately have an impact on the economy of both our region and the nation.

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By receiving the designation of "Corridor of the Future", the Illiana project will have an opportunity to become eligible for certain benefits that will expedite the project development process. These benefits, including streamlined environmental review and permitting, innovative financing, and access to U.S. DOT experts for assistance in moving the project forward, could shave years off the project timeline. This would enable the Illiana Expressway to be constructed, operational and reaping the benefits of enhanced safety, reduced congestion and economic opportunities that will result from the ability to move people and freight more freely to, from, within and through the region.

I am currently in my 25th year as Village President or Mayor and have observed and been involved with the significant growth throughout the area of South Cook, Eastern Will Counties in Illinois as well as Northwest Indiana. Therefore, I strongly encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration of the application attached herewith will be sincerely appreciated.

Sincerely,

A handwritten signature in cursive script, reading 'Mark W. Stricker'.

Mark W. Stricker, Mayor
Village of Matteson



EUGENE WILLIAMS

May 10, 2007

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington, DC. 20590

Dear Mr. Ray:

On behalf of the Village of Lynwood Illinois, I would like to express my support for development of the Illiana Expressway and Freight Corridor, and the approval of this corridor for inclusion in the Corridors of the Future Program.

The Chicago region serves as the freight hub of the Midwest, therefore any delays on our roadways ultimately have an impact on the economy of both our region and the nation. Since the early 1900s, the Illiana Expressway has been identified in long-range plans for the bi-state region for the purpose of providing a connection between the western and southern suburbs of Chicago and Northwest Indiana.

By receiving the designation of "Corridor of the Future", the Illiana project will have an opportunity to become eligible for certain benefits that will expedite the project development process. The benefits including: streamlined environmental review and permitting; innovative financing; and access to U.S. Department of Transportation experts for assistance in moving the project forward. This will enable the Illiana Expressway to be constructed, operational and reaping the benefits of enhanced safety, reduced congestion and provide economic opportunities that will result from the ability to move people and freight more freely to, from, within and through the region.

I strongly encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration of the application attached herewith will be sincerely appreciated.

Respectfully,

Eugene Williams, Mayor



HONORABLE BUSTER B. PORCH
mayorporch@calumetparkvillage.org

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street, SW
Room 4213
Washington, D.C. 20590

May 10, 2007

OFFICE OF THE
MAYOR

12409 SOUTH THROOP STREET
CALUMET PARK, ILLINOIS 60827

1-708-389-0850
FAX: 1-708-389-9928
www.calumetparkvillage.org

Dear Mr. Ray:

On behalf of the Village of Calumet Park, I would like to express my support for development of the Illiana Expressway and Freight Corridor, and in particular, the approval of this corridor for inclusion in the Corridors of the Future Program.

The Illiana Expressway has been identified in long-range plans for the bi-state region since the early 1900's, for the purpose of providing a connection between the western and southern suburbs of Chicago and northwest Indiana. As the Chicago region has expanded geographically over the decades, the portions of the region that are traversed by the Illiana Corridor have grown rapidly in terms of both population and employment. With this growth has come a significant increase in commuting patterns between the two states, while at the same time, through traffic (including both passenger vehicles and heavy trucks) on the area's expressways and arterials has experienced tremendous growth. Existing east-west routes north of the Illiana Corridor, including I-80/I-94, I-90 and U.S. 30, are currently carrying over 215,000 vehicles per day between the two states.

The Borman Expressway (I-80/I-94) alone at its heaviest point carries a daily volume of over 155,000 vehicles. As the volume of traffic grows, congestion increases resulting in delay to passenger vehicles and the movement of freight. Because the Chicago region serves as the freight hub of the Midwest, the delays on our roadways ultimately have an impact on the economy of both our region and the nation.

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By receiving the designation of "Corridor of the Future", the Illiana project will have an opportunity to become eligible for certain benefits that will expedite the project development process. These benefits, including streamlined environmental review and permitting, innovative financing, and access to U.S. DOT experts for assistance in moving the project forward, could shave years off the project timeline. This would enable the Illiana Expressway to be constructed, operational and reaping the benefits of enhanced safety, reduced congestion and economic opportunities that will result from the ability to move people and freight more freely to, from, within and through the region.

I Strongly encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration will be greatly appreciated.

Sincerely yours,

Buster B. Porch
Mayor

BBP/hd



CITY OF OAK FOREST

*Growing Families,
Building a Community.*

15440 South Central Avenue Oak Forest, Illinois 60452-2195
708.687.4050 • Fax 708.687.8817 • www.oak-forest.org

May 10, 2007

Mr. James D. Ray, Chief Counsel
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington, D.C. 20590

Dear Mr. Ray:

On behalf of the City of Oak Forest, I would like to express my support for development of the Illiana Expressway and Freight Corridor, and in particular, the approval of this corridor for inclusion in the Corridors of the Future Program.

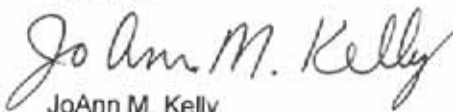
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I Strongly encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future program.

Sincerely,



JoAnn M. Kelly
Mayor

Village of Homewood



May 10, 2007

Village Hall
2020 Chestnut Road
Homewood, IL 60430-1776
(708) 798-3000
(708) 206-3496 fax

Village Manager's Office
(708) 206-3377
(708) 206-3496 fax

Community Development
Department
(708) 206-3385
(708) 206-3947 fax

Finance Department
(708) 798-3000
(708) 798-4680 fax

Fire Department
17950 Dixie Highway
Homewood, IL 60430-1732
(708) 206-3400
(708) 206-3498 fax

Police Department
17950 Dixie Highway
Homewood, IL 60430-1788
(708) 206-3420
(708) 206-3497 fax

Public Works
Department
17755 Ashland Avenue
Homewood, IL 60430-1301
(708) 206-3470
(708) 206-3499 fax

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington, D.C. 20590

Dear Mr. Ray:

On behalf of the Village of Homewood I would like to express my support for development of the Illiana Expressway and Freight Corridor, and in particular, the approval of this corridor for inclusion in the Corridors of the Future Program.

The Illiana Expressway has been identified in long-range plans for the bi-state region since the early 1900s, for the purpose of providing a connection between the western and southern suburbs of Chicago and northwest Indiana. As the Chicago region has expanded geographically over the decades, the portions of the region that are traversed by the Illiana Corridor have grown rapidly in terms of both population and employment. With this growth has come a significant increase in commuting patterns between the two states, while at the same time, through traffic (including both passenger vehicles and heavy trucks) on the area's expressways and arterials has experienced tremendous growth. Existing east-west routes north of the Illiana Corridor, including I-80/I-94, -90 and U.S. 30, are currently carrying over 215,000 vehicles per day between the two states. The Borman Expressway (I8011-94) alone at its heaviest point carries a daily volume of over 155,000 vehicles. As the volume of traffic grows, congestion increases, resulting in delays to passenger vehicles and the movement of freight. Because the Chicago region serves as the freight hub of the Midwest, the delays on our roadways ultimately have an impact on the economy of both our region and the nation.

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I strongly encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration of the application attached herewith will be sincerely appreciated.

Respectfully,

Richard A. Hofeld

Richard A. Hofeld, Village President



Village President
Edward J. Zabrocki

Village Clerk
Frank W. German, Jr.

Village Trustees
Patrick E. Rea
David G. Seaman
Gregory J. Hannon
Michael H. Bettenhausen
Matthew J. Heffernan
Brian S. Maher

Village Hall
16250 S. Oak Park Ave.
Tinley Park, IL 60477

Administration
(708) 444-5000
Fax: (708) 444-5099

Building & Planning
(708) 444-5100
Fax: (708) 444-5199

Public Works
(708) 444-5500

Police Department
7850 W. 183rd St.
Tinley Park, IL 60477
(708) 444-5300/Non-emergency
Fax: (708) 444-5399

John T. Dunn
Public Safety Building
17355 S. 68th Court
Tinley Park, IL 60477

Fire Department & Prevention
(708) 444-5200/Non-emergency
Fax: (708) 444-5299

ESDA
(708) 444-5000
Fax: (708) 444-5699

Senior Community Center
(708) 444-5150

www.tinleypark.org



May 11, 2007

Mr. James D. Ray, Chief Counsel
Federal Highway Administration
400 Seventh Street, SW - Room 4213
Washington, DC 20590

Dear Mr. Ray:

On behalf of the Village of Tinley park, I would like to express my support for the development of the Illiana Expressway and Freight Corridor, and in particular, the approval of this corridor for inclusion in the Corridors of the Future Program.

The Illiana Expressway has been identified in long-range plans for the bi-state region since the early 1900s, for the purpose of providing a connection between the western and southern suburbs of Chicago and northwest Indiana. As the Chicago region has expanded geographically over the decades, the portions of the region that are traversed by the Illiana corridor have grown rapidly in terms of both population and employment. With this growth has come a significant increase in commuting patterns between the two states, while at the same time, through traffic (including both passenger vehicles and heavy trucks) on the area's expressways and arterials has experienced tremendous growth. Existing east-west routes north of the Illiana Corridor, including I-80/I-94, I-90 and U.S. 30, are currently carrying over 215,000 vehicles per day between the two states. The Borman Expressway (I-80/I-94) alone at its heaviest point carries a daily volume of over 155,000 vehicles. As the volume of traffic grows, congestion increases, resulting in delay to passenger vehicles and the movement of freight. Because the Chicago region serves as the freight hub of the Midwest, the delays on our roadways ultimately have an impact on the economy of both our region and the nation.

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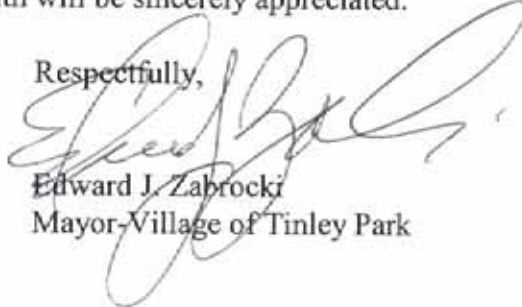
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Mr. James D. Ray, Chief Counsel
Federal Highway Administration
Page #2
May 11, 2007

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I strongly encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration of the application attached herewith will be sincerely appreciated.

Respectfully,

A large, stylized handwritten signature in black ink, appearing to read 'Edward J. Zabrocki', is written over the printed name and title.

Edward J. Zabrocki
Mayor-Village of Tinley Park



Village of Riverdale

157 West 144th Street • Riverdale, IL 60827-2707
(708) 841-2200 • Fax (708) 841-7587

Zenovia G. Evans
Village President

Arlette S. Frye
Village Administrator

Joyce E. Forbes
Village Clerk

Trustees

Deyon L. Dean
Cheryl A. Foy
Louis Peyton
Jerome Russell
Dennis Sanders
Deborah Smiley

May 14, 2007

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington, D.C. 20590

Dear Mr. Ray,

On behalf of The Village of Riverdale, I would like to express my support for development of the Illiana Expressway and Freight Corridor, and in particular, the approval of this corridor for inclusion in the Corridors of the Future Program.

The Illiana Expressway has been identified in long-range plans for the bi-state region since the early 1900s, for the purpose of providing a connection between the western and southern suburbs of Chicago and northwest Indiana. As the Chicago region has expanded geographically over the decades, the portions of the region that are traversed by the Illiana Corridor have grown rapidly in terms of both population and employment. With this growth has come a significant increase in commuting patterns between the two states, while at the same time, through traffic (including both passenger vehicles and heavy trucks) on the area's expressways and arterials has experienced tremendous growth. Existing east-west routes north of the Illiana Corridor, including I-80/I-94, I-90 and U.S. 30, are currently carrying over 215,000 vehicles per day between the two states. The Borman Expressway (I-80/I-94) alone at its heaviest point carries a daily volume of over 155,000 vehicles. As the volume of traffic grows, congestion increases, resulting in delay to passenger vehicles and the movement of freight. Because the Chicago region serves as the freight hub of the Midwest, the delays on our roadways ultimately have an impact on the economy of both our region and the nation.

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"Best Little Village of Illinois"

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I strongly encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration of the application attached herewith will be sincerely appreciated.

Respectfully



Zenovia G. Evans
President, Village of Riverdale

Chicago Southland

CHAMBER OF COMMERCE

May 10, 2007

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington, D.C. 20590

Dear Mr. Ray:

On behalf of the Chicago Southland Chamber of Commerce I would like to express my support for development of the Illiana Expressway and Freight Corridor, and in particular, the approval of this corridor for inclusion in the Corridors of the Future Program.

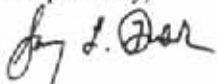
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I strongly encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration of the application attached herewith will be sincerely appreciated.

Respectfully,



Sam Balark
Chairman of the Board



CenterPoint Properties

May 24, 2007

1808 Swift Drive
Oak Brook, Illinois 60523-1501
630.586.8000 telephone
630.586.8010 facsimile
www.CenterPoint-Prop.com

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street, SW, Room 4213
Washington, D.C. 20590

Dear Mr. Ray:

On behalf of CenterPoint Properties Trust, I would like to express my support for development of the Illiana Expressway and Freight Corridor, and in particular, the approval of this corridor for inclusion in the Corridors of the Future Program. CenterPoint is the largest owner and developer of industrial real estate in the region. Currently we own or control 47 million square feet. We have also developed the two largest intermodal rail yards in the region, one in Elwood, Illinois for BNSF and a Union Pacific facility in Rochelle, Illinois. Recently, we announced plans to build a third, comparable facility in Crete, Illinois. Together, these facilities can accommodate millions of containers, carrying freight critical to the regional economy. In our view, the Illiana Expressway is a critical piece of the region's infrastructure and absolutely necessary to accommodate the growth in container freight that will move by truck once delivered.

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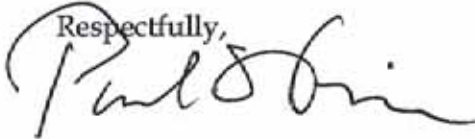
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I strongly encourage your approval of the Illiana Expressway and Freight Corridor for further development in the Corridors of the Future Program. Your consideration of the application attached herewith will be sincerely appreciated.

Respectfully,

A handwritten signature in black ink, appearing to read "Paul S. Fisher". The signature is fluid and cursive, with a large initial "P" and "F".

Paul S. Fisher
President